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THE HONGKONG DISPENSARY.

Hongkong, 5th January, 1897. [22]

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Correspondents must forward their contributions addressed
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The Daily Press.

HONGKONG, MARCH 26th, 1897.

AT the meeting of the Hongkong Branch of the China Association yesterday a declaration was made by Mr. GRANVILLE SHARP, on behalf of property owners, in favour of the policy of imposing taxation on shipping in order to relieve landed property. As Mr. SHARP said, it seemed as if the case in favour of property was to go by default. Mr. SHARP accordingly came forward as the advocate of that side, and as the Hon. C. P. CHATER and the Hon. J. J. BELL-IRVING were present and did not discount the views he advanced, it is to be presumed that they endorsed them. It is satisfactory to have both sides of the case fairly presented, and no one could have urged the claims of property more forcibly or eloquently than did Mr. SHARP. That gentleman speaks to the public, while the Chairman and Vice-Chairman of the Hongkong Land Investment Company sit in the Executive Council and press the private ear of the Government. It cannot be said, therefore, that the case on behalf of property is inadequately represented. The shipping interest, on the other hand, has no spokesman in the Executive Council, and its case has therefore to be fought entirely in the open.

Mr. SHARP urges that shipping should bear its share of taxation as well as property and says that if ships do not pay it they can pass by the colony. That is precisely what it is to be feared they will do if taxation is piled up on them; and once admit the principle that shipping is a legitimate object of taxation and there is no logical mark at which it can be said taxation ought to stop, Mr. SHARP's very frank declaration emphasises the danger to which the colony is exposed from the short-sighted selfishness of land owners. The tax is two-and-a-half cents a ton at present; when more money is required property owners will naturally urge the addition of another cent to the so-called light dues, and a Government in want of money for the maintenance of an extravagant service will be only too ready to draw on such a valuable milk-cow. By and by another cent will be required, and so it will go on until the burden becomes so heavy as to vitally affect the prosperity of the port. We have not very far to look to find exam-

ples that illustrate the folly of taxing shipping. Macao, Manila, and the French ports of Indo-China all tell the same tale, and their experience ought to strengthen the determination of the residents of Hongkong to maintain the freedom of the port, not merely from Customs dues, but from taxation upon shipping under other names. Better far would it be for landed property to consent to additional taxation, if more revenue is absolutely required, than to try to shift the burden on to shipping, which is the source from which property in Hongkong derives all the value it possesses. In proportion as shipping fails to come to the colony in the same proportion will property decline in value. As Mr. JACKSON says, we ought to do all we can to actuate shipping instead of discouraging it. It is not only property-owners and ship-owners who are interested in the dispute, but every man, woman, and child in the colony. Without shipping the colony would cease to exist. From the hub of the merchant or professional man all the inhabitants are alike dependent directly or indirectly upon shipping for their incomes. As to the argument that by imposing taxation upon shipping you make the foreigner contribute his quota, it is simply a case of taking money out of the left pocket instead of the right, for foreigners are interested in property on shore as much as they are in property abroad. If Hongkong were a large producing centre the injury to be anticipated from the taxation of shipping would be proportionately less, but being dependent, as we are, entirely upon the facilities we are in a position to offer as an entrepot of trade, a more distributing centre, it is suicidal to attempt to lessen those facilities by the imposition of burdensome taxation. Mr. SHARP gave a lecture this other day on "Money: How to get and how to keep it." Hongkong has made its money in the past through the freedom of the port; to do away with that freedom is certainly not the way to keep it.

ACCORDING to the official returns sixteen persons were tried on charges of murder in the Supreme Court of Hongkong during the five years 1891-95, of whom six were convicted and ten acquitted. The returns for 1896 have not yet been published. In view of the above figures and the notorious reluctance of Hongkong special jurors to return a verdict that carries with it the death penalty the question presents itself whether, as regards this colony, it would be advisable to abolish that penalty, in which case it would be supposed that the jurors would be undeterred by sentimental objections from returning a verdict in accordance with the evidence. It is certainly not to the advantage of the colony that so many murderers should be set loose upon it every year; and in the majority of cases it is not for want of evidence that they are not convicted, except in so far as Chinese evidence is as a rule of a less reliable character than European evidence. In the case of all minor crimes, however, Chinese evidence is accepted and acted upon, and to say that it shall not be acted upon in capital crimes is equivalent to granting immunity to the crime of murder. This colony, of course, would not be allowed to act upon its own motion in interfering with the law as to the death penalty; we must be guided in such matters by the policy of the mother country, and there is little prospect, and, we may add, little desirability, of an alteration of the law as to capital punishment in England; but as regards this colony it would seem that owing to the peculiar views entertained by the jury the retention of the death penalty is calculated rather to encourage than to repress the crime of murder, as the chances are always at least two to one that the murderer, if brought to trial, will secure an acquittal. The verdict returned in the case decided on Wednesday last was an insult to the intelligence of the community and has excited amongst the Chinese great contempt for British justice. The accused man said himself, in the presence of European witnesses, that he had killed the woman, put the body in the box, and corded it up, but the jury nevertheless let him off. And yet they are men who in all ordinary affairs would be classed as exceptionally intelligent

IS an article, in yesterday's issue we stated that the leading Chinese were in favour of processions in connection with the Queen's Diamond Jubilee festivities. We are given to understand that that is a mistake and that the general feeling is strongly against processions, on account of their cost, which is ultimately levied on the price of the waves of the respective guilds, including articles of food. In regard to illuminations the objection is not so strong, but we appear to have been misled in saying that the leading Chinese were distinctly in favour of them; their attitude seems to be rather one of indifference.

The M. M. steamer *Yongtse*, with the next French mail, left Saigon at 8 a.m. yesterday.

A Marine Court will be held at the Harbour Office to-day at 10 a.m. to inquire into the loss of the British steamer *Glenorgonshire*.

The Hon. Treasurer of the Astor Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals—

F. Dotwell \$10

The Master of the Hongkong Branch of the Straits Insurance Co., Limited has received a telegram from his head office, Singapore, stating that the annual general meeting of the shareholders, held on 25th instant, passed off satisfactorily and the report and accounts were passed.

Messrs. John D. Humphreys & Son, General Managers of the Oliver, French & Co. Ltd., have received a telegram which they translate as follows:—The Burma Mine the latest news is very good driving levels North and South the width of roof is six feet the reef shows visible gold throughout the mine. Mill starts again in a week or ten days average samples from different parts of the mine per steamer *Omni Motor*.

Mr. Brillant, the Acting Manager of the Cable Company, informed me that the China-Brunei cables are still interlocked. Restoration is expected in a day or two, but weather is uncertain, repair of present. The alternative route between India and Europe via Tenerife is blocked by the heavy press of extra traffic. In view of the delay by the Southern route, all traffic for Europe and America is now being despatched via Northern. We have not very far to look to find exam-

ple that illustrate the folly of taxing shipping. Macao, Manila, and the French ports of Indo-China all tell the same tale, and their experience ought to strengthen the determination of the residents of Hongkong to maintain the freedom of the port, not merely from Customs dues, but from taxation upon shipping under other names. Better far would it be for landed property to consent to additional taxation, if more revenue is absolutely required, than to try to shift the burden on to shipping, which is the source from which property in Hongkong derives all the value it possesses. In proportion as shipping fails to come to the colony in the same proportion will property decline in value. As Mr. JACKSON says, we ought to do all we can to actuate shipping instead of discouraging it. It is not only property-owners and ship-owners who are interested in the dispute, but every man, woman, and child in the colony. Without shipping the colony would cease to exist. From the hub of the merchant or professional man all the inhabitants are alike dependent directly or indirectly upon shipping for their incomes. As to the argument that by imposing taxation upon shipping you make the foreigner contribute his quota, it is simply a case of taking money out of the left pocket instead of the right, for foreigners are interested in property on shore as much as they are in property abroad. If Hongkong were a large producing centre the injury to be anticipated from the taxation of shipping would be proportionately less, but being dependent, as we are, entirely upon the facilities we are in a position to offer as an entrepot of trade, a more distributing centre, it is suicidal to attempt to lessen those facilities by the imposition of burdensome taxation. Mr. SHARP gave a lecture this other day on "Money: How to get and how to keep it." Hongkong has made its money in the past through the freedom of the port; to do away with that freedom is certainly not the way to keep it.

The U.S. cruiser *Monitor* left for Korea yesterday.

It has been ascertained that a number of Burmans in Hongkong, amongst whom are several respectable brokers, are in correspondence with the Moenglong Prince. Some arrests have been made.

Sir Frederic Fryer has been appointed the first Lieutenant and Governor of Burma. His appointment will take effect from the 1st of April, when the Legislative Council for Burma will be created, probably the 1st May.

Yesterday afternoon Major Sir John Cartington, Commandant of the Hongkong Volunteer Corps, held his parades on the Brigade Parade Ground. There was an excellent turnout of officers and men, and the movement was satisfactorily gone through. The annual inspection of the Corps by H. E. the Governor and Sir Claude Macdonald will take place on the 5th April.

Yesterday morning some excitement was created in Queen's Road by the bursting of a water pipe opposite A. Lock's furniture store. The pipes had been laid in and were not yet in full order, and when a man who was working on the pipe was suddenly struck by a piece of iron which had come from the pipe, he fell to the ground. It was some time before the escape was stopped.

An Indian constable met with very rough treatment at the hands of a Chinese on Wednesday night. The constable was returning to Sampance after having taken a prisoner to the station, when he met a man, one of whom he saw had something up his sleeve. The constable stopped this man, who threw away a tin of opium into the water, while his companions ran off. The constable told the man to get the tin out of the water, but he refused and attacked the constable, knocking him down and loosening some of his teeth. There was a struggle twenty minutes and the Chinese was not overcome. The constable then took him to the Police Station. Yesterday the prisoner was fined \$50 or two months' imprisonment for being in possession of opium and sent to goal for forty-two days for the assault.

An Indian constable met with very rough

the SECRETARY, read the notice calling the 25 cents per ton or absolute exemption.

The CHAIRMAN—Gentlemen, before asking you to pass the report I would like to make a few remarks. Since our report was printed we have received the gratifying news officially of the opening of the West River, and Sir Claude Macdonald is to be very heartily congratulated on terminating negotiations which have spread over a great number of years with the Chinese Government. We have been engaged in recognizing the desirability of opening that important waterway to the commerce of the world.

MR. T. H. WHITEHEAD—Not at all.

MR. SHARP—What is advocated appears to be exemption.

MR. T. H. WHITEHEAD—No, quite wrong.

MR. SHARP—That is what is claimed by the shipping companies. I have their letter here in which they say that they will be entitled to exemption.

MR. T. H. WHITEHEAD—Quite wrong.

MR. SHARP—They recommend the wisdom of exemption and positive freedom. Here is the letter signed by all the shipping companies in London. Very well, they take up the line of questioning the authority and position of the Chinese Association, and the much argument in regard to the rights of the Chinese Association.

MR. T. H. WHITEHEAD—That is to the "entirety of the views of the Chinese Association."

MR. SHARP—Now what is the Chinese Association?

MR. T. H. WHITEHEAD—It is a body which has been set up to represent the Chinese Association.

MR. SHARP—That is to say, the Chinese Association has consisted of these three or four gentlemen and nobody or anything else.

MR. T. H. WHITEHEAD—It is not worth while to pay \$10 a year for being a member of the Chinese Association.

MR. SHARP—That is the Chinese Association.

MR. T. H. WHITEHEAD—That is quite wrong.

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men right. This may be where a person asserts in his pretensions to lands, by taking or holding the possession of them for him by force and arms, or by the use of force, or by means of a court of justice when in law is in no way concerned; or it may be where a person officially intermeddles in a suit depending in a court of justice, and in no way belonging to him, by assisting either party with money, or otherwise, in the prosecution or defence of such suit. Where there no contract to have part of the thing in suit, the party so intermeddling is not held guilty of malitia, but if the party stipulates to have part of the thing in suit, his offence is called *champerty*. And on p. 432 of the same volume it is added: "Champerty is a species of maintenance, being a bargain with a plaintiff or defendant *comptor*, to divide the land or other matter sued for between them, if they prevail at law; whereas a *comptor* is a person who, by the use of force, or by means of a court of justice, helps to have part of the thing in dispute or some profit out of it." The ground on which these rules of law rest is thus explained by Lord Esher, M.P.: "The doctrine of maintenance which appears in the Year Books, does not appear to me to be founded on any general principles of right and wrong, or on any general principles of public policy. I do not know that, apart from my specific law on the subject, there would necessarily be anything wrong in assisting another man in his litigation. But it seems to have been thought that litigation might be increased in a way that would be disadvantageous to the public interest if it could be encouraged and assisted by persons who would not be taxed for the consequences of it, when successful."

It will be observed that the passage quoted above from Sir William Russell's work deals with maintenance and champerty as offences punishable on indictment. But there is authority for saying that, for the purposes of civil jurisdiction, the law goes somewhat further by way of invalidating agreementsavouring of the plaintiff. Thus, in *Reynold v. Spyre, I. D. M. and C. 1877, 1447*, it is held: "Such an understanding, such an agreement, may or may not have amounted strictly in point of law to champerty or maintenance, so as to constitute a punishable offence, but must in my judgment be considered clearly against the policy of the law, clearly mischievous, clearly such as a Court of Equity ought to discourage and deter against." This view is adopted by *Ross v. Ross, 1886, 1460*, it is held: "It is not necessary in cases of this kind, in order to sustain a claim, that a defendant should be held to say that it should amount strictly in point of law to champerty or maintenance, so as to constitute a punishable offence."

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A FRENCH NIGER EXPEDITION. London, 11th March.

A French expedition from Dioumey has invaded the Niger territory and seized the capital.

THE QUEEN AND THE FAMINE FUND. London, 11th March.

The Queen has given one hundred pounds to the Indian Famine Fund.

SHIPPING REPORTS.

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The British steamer *Heimann*, from *Swatow* 22d March, *Amoy* 23d, and *Swatow* 24th, experienced moderate breeze, smooth sea, wind clear to Amoy. From *Amoy* similar weather to *Swatow*. From *Swatow* moderate N.E. wind and smooth sea, weather thick to clear, moderate but changeable. 2d am, strong southerly wind and thick mist, and dropped round to N.W. In *Amoy* a strong *Champagne*, *Thales*, *Malacca*, and *U.S.S. Second*. In *Swatow*—*Shri Trisang*, *Tientien*, and *Nord*.

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Hongkong 12th December, 1893. [248]

S I E N T I N G.

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Hongkong, 23d September, 1893. [746]

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KUHN & KOMOR.

HONGKONG, YOKOHAMA, KOBE.

[252]

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J. W. KEW & CO.

STEAM WATER BOAT COMPANY.

1893, 1st October, 1893. [726]

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THE SINGER CO. of BOILING, CHINA.

The deft and honest help of his

co-operation. But it appears to me that the precision for determination is not how the contract came to be made but what was its effect when it was made.

Now I think it makes any difference that in this case under consideration. De Bernardo was to the woman with whom the defendant made the agreement, while in this case the defendant made the agreement with the plaintiff and invited their co-operation. But it appears to me that the precision for determination is not how the contract came to be made but what was its effect when it was made.

It was said also that the present case is distinguishable from the case of Ross v. De Bernardo because in that case the defendant went to the woman with whom he made the agreement, while in this case the defendant made the agreement with the plaintiff and invited their co-operation. But it appears to me that the precision for determination is not how the contract came to be made but what was its effect when it was made.

On a consideration of the doctrines of law and of the cases to which I have referred, I arrive at the conclusion that the agreement on which the plaintiff's suit is void as amounting to champerty, and therefore therefore. There is that judgment must be entered for the defendant, with costs of suit. Against these costs, however, must be set off the plaintiff's costs or the costs of the examination of the *Chung-ting*. The deft and honest help of his

co-operation. I have already on a previous occasion indicated the reasons for this qualification of the general order as to costs.

"Oh, Churchill!" exclaimed Mrs. McBride, as her brother entered the house. "Baby's cut a tooth!" "Why do you let her play with knives?" asked the unimpassioned bachelor brother.

LATE TELEGRAMS.

The following telegrams are from the *Hongkong Gazette*:

THE BOMBAY MUNICIPALITY SUPERSEDED.

Bombay, 6th March.

The Government has last night issued a resolution transferring the powers of the Municipal Corporation and Municipal Commissioners to a Special Committee for the purpose of dealing with the plague.

THE GERMAN NAVY.

Berlin, 6th March.

The Admiralty has started the Reichstag by taking an extra vote of nine millions sterling for new ships to be built over a term of three years, urging that German influence will go to the devil unless their fleet is able to exercise pressure in distant seas.

THE NIGER EXPEDITION.

London, 6th March.

The Sultan of Liberia has referred to India old territorial his submission. He has been reinstated under British protection and has signed a treaty giving complete power to the Niger Company.

RAILWAYS IN BURMA.

Bangkok, 6th March.

Replying to a question from Mr. Schwab, Lord George Hamilton said the Indian Government deprecates applying Indian revenue towards a railway from Mathura to the Siamese frontier and that the railway the ground on which these rules of law rest in thus explained by Lord Esher, M.P.: "The doctrine of maintenance which appears in the Year Books, does not appear to me to be founded on any general principles of right and wrong, or on any general principles of public policy. I do not know that, apart from my specific law on the subject, there would necessarily be anything wrong in assisting another man in his litigation. But it seems to have been thought that litigation might be increased in a way that would be disadvantageous to the public interest if it could be encouraged and assisted by persons who would not be taxed for the consequences of it, when successful."

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NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"ERATO" Captain T. Ostermann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before noon to day.

Any Cargo impeding her discharge will be landed into the Godowns of the Company, and Kowloon Wharf and Godown Co. Ltd., and will be at the Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant will be subject to rot.

All broken, clapped, and damaged Goods are to be left in the 25th instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 10th March, 1897. [719]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"THAMES"

FROM BOMBAY, COLOMBO,

AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo —

From London, &c. ex. "Bellarat".

From the Channel.

From Persian Gulf, ex. "Purana".

Optional goods will be landed here unless instructions are given to the contrary before 9 p.m. to day.

Goods not cleared by the 25th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 22nd March, 1897. [719]

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT).

FOR THURSDAY ISLAND, TOWNS-
VILLE, BRISBANE, SYDNEY,
AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU."

Captain E. S. Barlow, will be despatched as above to TO-DAY, the 26th March, at 4 p.m.

This steamer possesses Superior Passenger Accommodation and carries only qualified Dostors and Engineers.

For Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd February, 1897. [448]

"RICKMERS' REGULAR LINE OF
STEAMERS.

FOR BREMEN AND HAMBURG.

(Taking Cargo at through rates to Red Sea,

MEDITERRANEAN AND BLACK SEA PORTS.

THE Company's Steamship

"MARIA RICKMERS."

Captain Berg, will be despatched as above to TO-DAY, the 26th instant.

For Freight apply to

AENHOLD, KARBERG & CO.,

Agents.

Hongkong, 17th March, 1897. [703]

FOR SINGAPORE, HAVER, AND
HAMBURG.(Calling at Nagasaki for loading Passengers if
sufficient indumentum offers).(Taking Cargo at through rates to ANTWERP,
AMSTERDAM, ROTTERDAM, LIEGE, UROPE,
LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"IRENE."

Captain R. Schider, will be despatched for the above ports TO-MORROW, the 27th inst.

This steamer has superior accommodation for First and Second Class Passengers and carries Doctor and a stewardess.

For Freight or Passage apply to

SIEMSEN & CO.,

Agents.

Hongkong, 25th March, 1897. [741]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG 1897.
(Subject to Alteration.)

CHITTAGONG, ... | Saturday, ... | 27th March.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG"

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, TO-MORROW, the 27th inst.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE, and one copy must be sent forward by the Shipper on the care of the General Agents, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 17th March, 1897. [594]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"PATROCLUS."

Captain Dickens, will be despatched as above on MONDAY, the 29th inst., at 2 p.m.

For Freight, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 23rd March, 1897. [346]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Pearce, will be despatched as above on WEDNESDAY, the 31st inst.

For Freight or Passage apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 22nd March, 1897. [740]

FOR CEBU.

THE Company's Steamship

"TAIWAN."

Captain Pearce, will be despatched as above on SATURDAY, the 3rd April.

For Freight or Passage apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 25th March, 1897. [761]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NEW YORK VIA SUEZ CANAL

THE British Steamship

"BRECONSHIRE."

Captain Peebles, will be despatched for the above port on or about the 3rd April.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 5th March, 1897. [604]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR.

SATGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ABEN,

EGYPT, MARSEILLE, MEDITER-

RANEAN AND BLACK SEA

PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE

ON WEDNESDAY, the 31st inst.

TOKIO, CHINA, JAPAN, SINGAPORE,

MELBOURNE, Captain Duthie,

Mails, Passengers, Specie and Cargo, will

leave this Port for MARSEILLE via

BOMBAY.

This steamer connects at COLOMBO with

the S.S. "AUSTRALIAN," which vessel takes

on her passengers and mail, leaving that port

on the 11th April direct to Suez, Port Said,

and Alexandria, via Suez, Port Said,

and Alexandria, via Suez, Port Said.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 10th March, 1897. [719]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"THAMES,"

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Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 22nd March, 1897. [719]

NOTICE TO CONSIGNEES.

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.

Hongkong, 22nd March, 1897. [719]

NOTICE.

T. D. H. ARTHUR,

Agent.